



REGIONAL TRANSPORTATION AUTHORITY
of Middle Tennessee

EXECUTIVE COMMITTEE MEETING

Wednesday, September 18, 2024 | 9:30 a.m.

Greater Nashville Regional Council
44 Vantage Way, Ste. 450
Nashville, TN 37228

-
- 1. Call to Order**
 - 2. Approval of the June 26, 2024 meeting minutes**
 - 3. Public Comments**
 - 4. Finance Committee Report – Mayor Ken Moore, Chair**
 - Monthly Financial Report Compared to Budget – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-D-24-016 Pg. 6**
 - Resolution of FY2025 Annual Grant Application – Billy Higgins, Grants Administrator **R-A-24-015 Pg. 10**
 - 5. Operations Committee Report – Mayor Rick Bell, Chair**
 - RTA Monthly Operating Statistics – Andy Burke, COO **R-D-24-017 Pg. 13**
 - Request to extend the Period of Exclusive Negotiations for Joint Development of Donelson Station – Debbie Frank, Deputy CEO of Growth & Development **R-A-24-016 Pg. 21**
 - WeGo Star Future Direction Study Recommendations Update – Felix Castrodad, Director of Planning & Grants **R-D-24-018 Pg. 22**
 - 6. CEO’s Report – CEO Steve Bland**
 - 7. Chair’s Report – Mayor Randall Hutto, Chair**
 - 8. Other Business**
 - 9. Adjournment**



MINUTES
EXECUTIVE COMMITTEE MEETING
REGIONAL TRANSPORTATION AUTHORITY

June 26, 2024

- I. **Call to Order:** The regular meeting of the Regional Transportation Authority of Middle Tennessee (RTA) Executive Committee was held at the Tennessee State Library & Archives located at 1001 Rep. John Lewis Way N., Nashville, TN 37219, on Wednesday, June 26, 2024. A quorum of the RTA Executive Committee was established, and the meeting was called to order at 9:38 a.m. by Gallatin Mayor Paige Brown.

Executive Committee Members in Attendance:

Mayor Paige Brown – City of Gallatin, Vice Chair

Mayor Freddie O'Connell – Davidson County

Mayor Ken Moore – City of Franklin

Mayor Billy Vogle – Robertson County

Ken Davis – Wilson County (Gov. Appt.)

Kelly Dannenfelser – Williamson County (Gov. Appt.)

Others Present:

Matthew White – City of Mt. Juliet (Alt.)

Jim Kerr – City of Murfreesboro (Alt.)

Mayor Mike Callis – City of Portland

Gerald Herman – City of White House (Alt.)

Nicole Rowan – Sumner County (Gov. Appt.)

II. **Approval of Minutes:**

Mayor Ken Moore motioned to approve the May 15, 2024, meeting minutes; Mayor Billy Vogle seconded the motion, and the Executive Committee unanimously approved it.

III. **Public Comments:** There were no public comments.

IV. **Finance Committee Report:** Mayor Moore presented the following for discussion:

- a. **Monthly Financial Report Compared to Budget (R-D-24-010):** Mayor Moore presented the Monthly Financials for the month of April 2024, compared to the budget and a balance sheet as of April 30, 2024, with the Executive Committee and was available for questions and there were no questions or further discussions.
- b. **Revolving Line of Credit (R-A-24-008):** The Finance Committee recommended to the Board to authorize the CEO to enter into the fourth year of a five-year revolving line of credit agreement for up to \$5 million with Fifth Third Bank based upon the terms explained above for the period from July 1, 2023, to June 30, 2024.

Mayor Moore motioned to approve the Revolving Line of Credit; Nicole Rowan seconded the motion, and the Executive Committee unanimously approved it.

- c. **RTA-MTA WeGo Ride Program Revenue Sharing Agreement (R-A-24-009):** The Finance Committee recommended the Board approve the renewal of the WeGo Ride Program Revenue Sharing Agreement with the Nashville Metropolitan Transit Authority (Nashville MTA) from July 1, 2024, through June 30, 2025. Nashville MTA will remain the Master Contractor for the program and

will share revenues with RTA based on the calculated formula. An annual review of the agreement was also recommended to assess if any changes should be made to the calculation or agreement.

Mayor Moore made a motion to approve the RTA/MTA WeGo Ride Program Revenue Sharing Agreement; Mayor Freddie O'Connell seconded the motion, and the Executive Committee unanimously approved it.

- d. **RTA-MTA Regional Bus and Shuttle Contract FY2025 Renewals (R-A-24-010)**: The Finance Committee recommended the Board approve the renewal of the following two contracts with Nashville MTA for the operation of regional bus services and connecting bus services supporting commuter rail. Both contracts are for a period of one year, beginning July 1, 2024, through June 30, 2025, for the following base amounts:

Contract 1 for a not-to-exceed amount of \$1,836,771 for regional bus service, and Contract 2 for a not-to-exceed amount of \$313,870 for connecting buses supporting commuter rail.

Mayor Moore made a motion to approve the RTA/MTA Bus and Shuttle Contract FY2025 Renewals; Mayor Freddie O'Connell seconded the motion, and the Executive Committee unanimously approved it.

- e. **RTA-MTA Management Oversight Contract Renewal FY2025 (R-A-24-011)**: The Finance Committee recommended that the Board approve the new contract value of \$904,200 for Nashville MTA to manage and oversee all operations of the RTA and to be effective July 1, 2024, and terminate on June 30, 2026.

Mayor Moore motioned to approve the RTA/MTA Bus and Shuttle Contract FY2025 Renewals; Mayor O'Connell seconded the motion, and the Executive Committee unanimously approved it.

- f. **WeGo Star Liability Insurance Renewal (R-A-24-012)**: The Finance Committee recommended that the Board approve the insurance policy for \$29 million of train liability insurance coverage (with a \$58 million aggregate) for the policy year from July 1, 2024, through June 30, 2025, to be awarded to Aspen Specialty Insurance and Liberty Surplus Insurance Corporation for a total base annual premium of \$297,177 with the caveat that if the annual ridership exceeds the benchmark of 180,600 rides, RTA will pay additional premium at a rate of \$1.65 per ride given over the benchmark. RTA will continue to maintain the supplemental insurance reserve of \$1 million, making our total liability insurance coverage \$30 million.

Mayor Moore motioned to approve the WeGo Star Liability Insurance Renewal. Ms. Rowan seconded the motion, and the Executive Committee unanimously approved it.

- g. **FY2024 Proposed Operating Budget (R-A-23-013)**: The Finance Committee recommended that the Board adopt the proposed FY2024 budget as presented at the board meeting.

Mayor Moore said the Finance Committee had an extensive discussion regarding the proposed operating budget at the Committee's meeting. He made a motion to approve the FY2024 Proposed Operating Budget; Mayor O'Connell seconded the motion, and the Executive Committee unanimously approved it.

- V. **Operations Committee Report**: Committee Chair Mayor Rick Bell presented the following items for discussion and action:

- a. **Monthly Operating Statistics (R-D-24-011)**: Chief Operating Officer Andy Burke reviewed the RTA Monthly Dashboard Report through the month of April 2024 with the Executive Committee and was available for questions. There were no questions or further discussions.

- b. **Gray Line Express Bus Service Contract Amendment (R-A-24-014)**: COO Burke presented the following:

On November 19, 2014, the RTA Board authorized the Chief Executive Officer to enter into a five-year contract (with five additional one-year options) with Gray Line of Tennessee to provide regional bus services for Davidson County and several surrounding counties. This contract has successfully facilitated the provision of essential transit services, contributing significantly to the mobility and connectivity of residents in these regions.

As we approach the fifth and final extension year, the budget projection for this extension is \$2,990,915. This projection reflects our ongoing commitment to maintaining high-quality regional bus services while ensuring fiscal responsibility. It is important to note that while the ceiling amount will not be exceeded, service levels can be adjusted up or down without penalty, allowing for reductions in service levels based on actual service requirements. Furthermore, we will be evaluating the potential discontinuation of the Route 87 Gallatin/Hendersonville service.

Looking ahead, the Agency intends to conduct a formal procurement process with full and open competition starting in October 2024. This process aims to secure the next/new contract for regional bus services for Davidson County and the surrounding areas. The objective is to identify the most qualified service provider to continue and enhance our transit services, ensuring they meet the evolving needs of our communities.

RTA staff requested the Board to provide the CEO the authority to amend the current contract with Gray Line of Tennessee for 12 months, expiring on July 1, 2025. The new contract value will be \$25,355,210.37 for supplying these commuter bus services. This total contract value encompasses the full term of the contract, dating back to 2015. The anticipated ceiling amount for FY2024-25 is \$2,990,915.

Vice Chair Mayor Brown motioned to approve the Gray Line Express Bus Service Contract Amendment; Mayor O'Connell seconded the motion, and the Executive Committee unanimously approved it.

VI. CEO's Report: CEO Bland presented the following item for discussion and action:

- a. **Resolution of Support for the Choose How You Move Program (R-A-24-015)**: CEO Bland presented the following:

On February 15, 2024, Mayor O'Connell announced his intention to pursue a transportation referendum to take place in November of this year. The effort called *Choose How You Move, An All-Access Pass to Sidewalks, Signals, Service, and Safety*, takes advantage of the 2017 Tennessee's Improving Manufacturing, Public Roads and Opportunities for a Vibrant Economy (IMPROVE Act) legislation allowing local governments in the state's largest counties and its cities to seek dedicated funding for transportation projects through a local referendum.

The *Choose How You Move* Transportation Improvement Program (TIP) was built on more than 70 community and neighborhood plans during the past 10 years, including the nMotion Strategic Transit Plan recommendations. The TIP outlines a program of investments to address Nashville's transportation needs, focusing on four key areas: sidewalks, signals, service, and safety. It provides a wide range of improvements for different users regardless of the mode used for travel and places a major emphasis on transit service and infrastructure. The program also creates partnership opportunities for improving and expanding regional transit connections through service and infrastructure with surrounding counties in Middle Tennessee.

At the May 15, 2024, RTA Executive Committee Meeting, Michael Briggs, Director of Transportation Planning for Mayor O'Connell's office, provided an update on the program details, discussed current

efforts, and answered questions from the RTA members. At the meeting, the RTA Executive Committee agreed to adopt an official action recognizing and endorsing the *Choose How You Move* program to show support for the program's responsiveness toward the current and future regional travel needs.

Mayor O'Connell emphasized the value of the collaborative efforts between the Board and various organizations, including their involvement with Connect Downtown. He highlighted several key initiatives: modernizing traffic signals, coordinating regionally with the Tennessee Department of Transportation (TDOT) and neighboring areas, and implementing park and ride facilities and express services. These steps are crucial for managing regional growth effectively. Mayor O'Connell also stressed the importance of supporting the WeGo Star future vision scenarios to prepare for future needs, including workforce development, quality of life, and cost of living concerns that are embedded in this program. He expressed his deep appreciation for the Board's consideration and his excitement about garnering their support.

Mayor Moore motioned to approve the Resolution of Support for the *Choose How You Move* program; Williamson County Governor Appointee Kelly Dannenfeler seconded the motion, and the Executive Committee unanimously approved it.

b. CEO's Report: CEO Bland provided the following report:

- CEO Bland drew everyone's attention to Page 30 and proposed action item R-A-24-014. At last month's RTA Executive Committee meeting, Mr. Briggs of Mayor O'Connell's Office provided the Executive Committee with an overview of Davidson County's *Choose How You Move* Transit Improvement Program. This program is currently under consideration by the Metro Council for possible inclusion on the November ballot. In addition to a broad array of multi-modal improvements for Davidson County, Mr. Briggs highlighted specific elements of the program that would enhance regional connectivity and lay a foundation for much stronger regional connections in the future. Some of these elements include developing park-and-ride facilities at the outer fringes of Davidson County that are accessible to regional commuters, creating robust all day service along these corridors with express connections into Downtown Nashville and other major trip generators such as the Vanderbilt/West End Corridor, funding for Davidson County and shared infrastructure initiatives for the emerging recommendations in the Star Future Vision Study, Downtown Transit Priority investments to improve access and reliability for regional services traveling to and through the downtown core, and initiatives to leverage future TDOT investments in Choice Lane Projects in our most congested corridors.
- As a result of the discussion at the Executive Committee, there was broad support for the *Choose How You Move* program as an important step in improving regional mobility, and staff was requested to develop a formal statement of the RTA's support for the initiative. On page 31, you will find that statement in the form of a resolution expressing the RTA Board's recognition and support for the *Choose How You Move Transportation Investment Program*.
- Nashville SC Service: Route 84 Murfreesboro is seeing increased ridership on game days, averaging 60 trips.
- Fireworks Express Service: Tickets are on sale for the 4th of July Celebration in Downtown Nashville. This service is popular, so early purchase is recommended.
- Video Surveillance: Installation of surveillance cameras at WeGo Star stations is complete, with live monitoring capabilities.
- Cab Car Purchase: The purchase agreement with Great Lakes Central Railroad for an additional cab car has been executed. Once the railroad has prepared the car for shipment, we will coordinate delivery with CSX.

- Track Maintenance: The FY2024-25 track maintenance program has begun.
- Murfreesboro Park & Ride: The property purchase has been approved by the church board; awaiting Secretary of State approval to finalize the transaction.
- Franklin Park & Ride: WeGo is working with the City of Franklin on a potential park-and-ride site near Rolling Hills Hospital. Engineering concepts are being developed to assess feasibility.
- Upcoming Meetings: WeGo will plan Corridor Committee meetings for the Wilson and Sumner County corridors over the next month.

VII. Chair's Report: Mayor Brown thanked everyone for attending the board meeting.

VIII. Other Business: There was no other business.

IX. Adjournment: With no further business, Mayor Brown motioned to adjourn the meeting; Ken Davis seconded the motion, and the meeting was adjourned at 10:03 a.m.

Respectfully submitted:

Ed Cole, RTA Secretary & Davidson County
Governor Appointee

Regional Transportation Authority of Middle Tennessee

- Committee Discussion Item Exec. Committee Discussion Item Board Discussion Item
 Committee Action Item Exec. Committee Action Item

| | | | |
|---------------------|---|----------------------|-----------|
| Item Number: | R-D-24-016 | Meeting Date: | 9/18/2024 |
| Item Title: | Monthly Financial Report Compared to Budget | | |

BACKGROUND:

Attached is a summary of the interim statement of operations for the month of July 2024 compared to the approved fiscal year (FY) 2025 budget. Moving forward, financial reports to the Board will include new tabular and graphical financial summaries followed by the traditional income statement and balance sheet for the month and fiscal year-to-date. Revenues and expenditures for July 2024 were generally aligned with approved budget levels for the month, with the following differences:

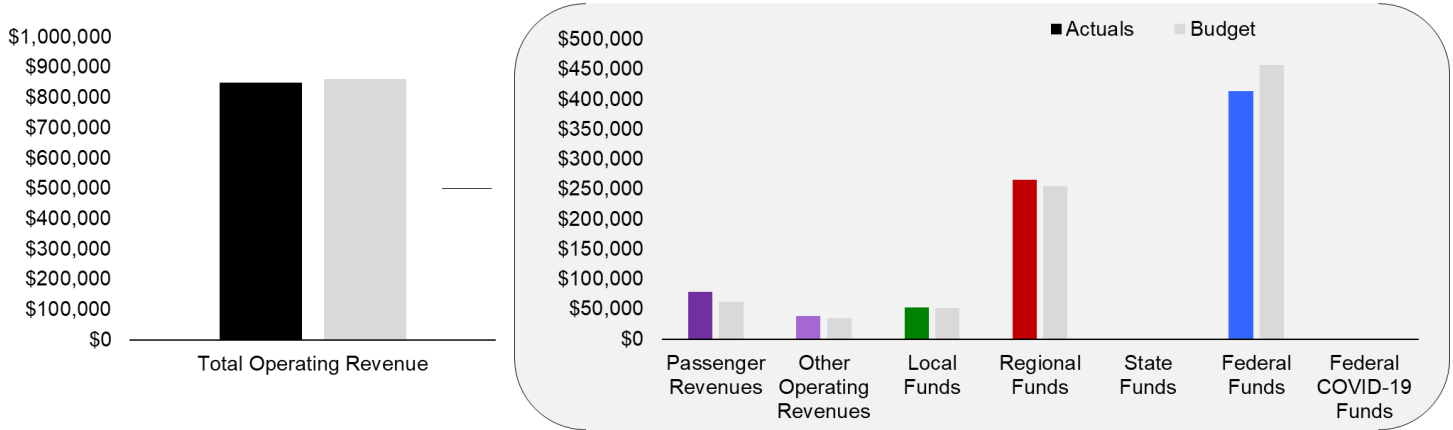
- ↑ **Passenger Revenues, \$16,867 (27%):** For the first month of the fiscal year, passenger revenues are higher compared to budget, primarily due to higher ridership.
- ↑ **Other Operating Revenues, \$3,676 (11%):** The FY 2025 budget conservatively anticipated interest rate reductions, which did not occur in the first month of the fiscal year. Investment of reserve funds generated over \$31,000 for the RTA in July.
- ↓ **Federal Assistance – FTA \$5307 and FHWA CMAQ, \$44,347 (10%):** Increased self-generated operating revenues have allowed RTA to preserve federal grant funds for later use.
- ↓ **Fuel & Lubricants, \$9,452 (17%):** This is primarily due to lower than anticipated diesel fuel market costs.

As of July 31, 2024, RTA owed Nashville MTA approximately \$268,622 for services provided. In turn, MTA owes RTA approximately \$46,573 for fares collected.

July 2024 Operating Revenue by Category:

| | Jul 2024 | FY To Date | Approved Budget | % Budget |
|---|----------------|----------------|-------------------|-----------|
| Passenger Revenues (Budget) | 62,208 | 62,208 | 691,616 | 9% |
| Passenger Revenues (Actuals) | 79,075 | 79,075 | | 11% |
| Other Operating Revenues (Budget) | 34,890 | 34,890 | 420,890 | 8% |
| Other Operating Revenues (Actuals) | 38,566 | 38,566 | | 9% |
| Local Funds (Budget) | 52,000 | 52,000 | 2,126,056 | 2% |
| Local Funds (Actuals) | 53,349 | 53,349 | | 3% |
| Regional Funds (Budget) | 255,515 | 255,515 | 1,391,860 | 18% |
| Regional Funds (Actuals) | 265,921 | 265,921 | | 19% |
| State Funds (Budget) | - | - | 663,400 | - |
| State Funds (Actuals) | - | - | | - |
| Federal Funds (Budget) | 457,933 | 457,933 | 5,287,073 | 9% |
| Federal Funds (Actuals) | 413,586 | 413,586 | | 8% |
| Federal COVID-19 Funds (Budget) | - | - | 300,000 | - |
| Federal COVID-19 Funds (Actuals) | - | - | | - |
| Total Operating Revenues (Budget) | 862,546 | 862,546 | 10,880,895 | 8% |
| Total Operating Revenues (Actuals) | 850,497 | 850,497 | | 8% |

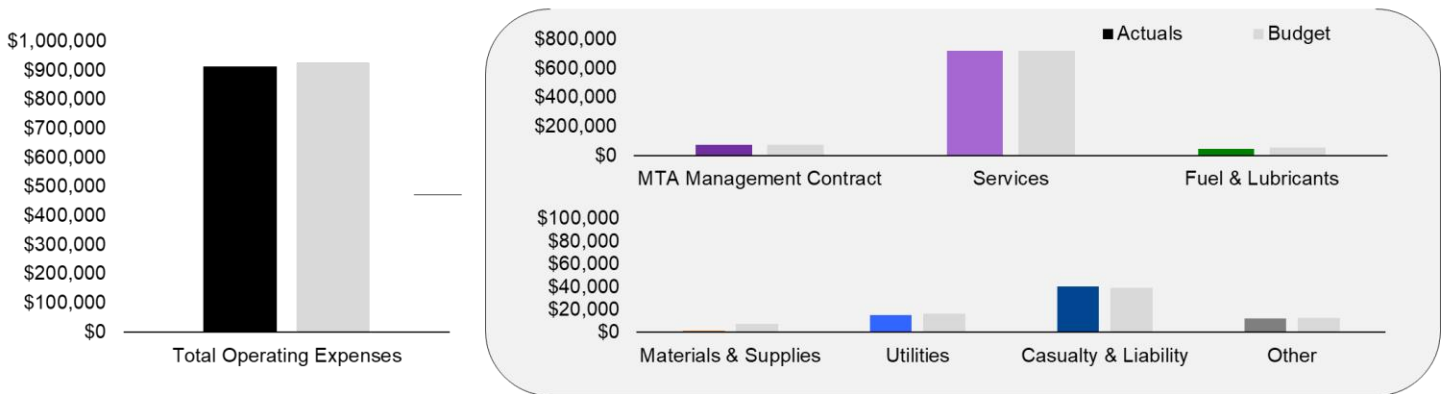
July 2024 Actual Operating Revenue



July 2024 Operating Expenses by Category:

| | Jul 2024 | FY To Date | Approved Budget | % Budget |
|------------------------------------|----------|------------|-----------------|----------|
| MTA Management Contract (Budget) | 75,350 | 75,350 | 904,200 | 8% |
| MTA Management Contract (Actuals) | 75,350 | 75,350 | | 8% |
| Services (Budget) | 720,686 | 720,686 | 8,574,245 | 8% |
| Services (Actuals) | 721,962 | 721,962 | | 8% |
| Fuel & Lubricants (Budget) | 56,040 | 56,040 | 640,700 | 9% |
| Fuel & Lubricants (Actuals) | 46,588 | 46,588 | | 7% |
| Materials & Supplies (Budget) | 7,280 | 7,280 | 87,675 | 8% |
| Materials & Supplies (Actuals) | 1,389 | 1,389 | | 2% |
| Utilities (Budget) | 16,650 | 16,650 | 191,975 | 9% |
| Utilities (Actuals) | 15,353 | 15,353 | | 8% |
| Casualty & Liability (Budget) | 39,365 | 39,365 | 456,700 | 9% |
| Casualty & Liability (Actuals) | 40,426 | 40,426 | | 9% |
| Other (Budget) | 13,133 | 13,133 | 25,400 | 52% |
| Other (Actuals) | 12,056 | 12,056 | | 47% |
| Total Operating Expenses (Budget) | 928,504 | 928,504 | 10,880,895 | 9% |
| Total Operating Expenses (Actuals) | 913,123 | 913,123 | | 8% |

July 2024 Actual Operating Expenses



APPROVED:

Amanda Vandegrift
Deputy CEO of Finance and Administration

9/18/2024

Date

**Regional Transportation Authority
Statement of Operations Compared to Budget
For the Period Ending July 2024**

UNAUDITED

| | Month Actual | Month Budget | Month Var. [F/(U)] | Prior Y-T-D | Current Y-T-D | Budget Y-T-D | Y-T-D Var. [F/(U)] | Annual Budget |
|---|------------------|-----------------|-----------------------|------------------|------------------|-----------------|-----------------------|-------------------|
| REVENUES | | | | | | | | |
| Fare Revenues - Bus | 35,329 | 26,740 | 8,589 | 19,896 | 35,329 | 26,740 | 8,589 | 308,724 |
| Fare Revenues - Train | 32,696 | 26,368 | 6,328 | 27,561 | 32,696 | 26,368 | 6,328 | 304,392 |
| Fare Revenues - Special Events | 11,050 | 9,100 | 1,950 | 11,050 | 11,050 | 9,100 | 1,950 | 78,500 |
| Advertising Revenue | - | - | - | - | - | - | - | - |
| Other Non-Transportation Revenue | 151,146 | 144,890 | 6,256 | 60,934 | 151,146 | 144,890 | 6,256 | 630,647 |
| Total Operating Revenue | 230,221 | 207,098 | 23,123 | 119,441 | 230,221 | 207,098 | 23,123 | 1,322,263 |
| Local Operating Assistance | 53,349 | 52,000 | 1,349 | - | 53,349 | 52,000 | 1,349 | 2,126,056 |
| Regional Operating Subsidies | 153,341 | 145,515 | 7,826 | 211,260 | 153,341 | 145,515 | 7,826 | 1,182,103 |
| State Operating Assistance | - | - | - | - | - | - | - | 663,400 |
| Total Operating Assistance | 206,690 | 197,515 | 9,175 | 211,260 | 206,690 | 197,515 | 9,175 | 3,971,559 |
| CMAQ Operating Revenues | 241,854 | 262,263 | (20,409) | 209,868 | 241,854 | 262,263 | (20,409) | 3,027,963 |
| Total CMAQ Revenue | 241,854 | 262,263 | (20,409) | 209,868 | 241,854 | 262,263 | (20,409) | 3,027,963 |
| Capital Operating Reimbursement | 171,732 | 195,670 | (23,938) | 163,566 | 171,732 | 195,670 | (23,938) | 2,259,110 |
| CARES Act Operating Reimbursement | - | - | - | 397,162 | - | - | - | 300,000 |
| American Rescue Plan OPS Reimbursement | - | - | - | - | - | - | - | - |
| TOTAL CAPITAL OPERATING REVENUES | 171,732 | 195,670 | (23,938) | 560,728 | 171,732 | 195,670 | (23,938) | 2,559,110 |
| Total Revenue | 850,497 | 862,546 | (12,049) | 1,101,297 | 850,497 | 862,546 | (12,049) | 10,880,895 |
| Labor & Fringes | 75,350 | 75,350 | - | 71,734 | 75,350 | 75,350 | - | 904,200 |
| Services | 723,351 | 727,186 | 3,835 | 589,106 | 723,351 | 727,186 | 3,835 | 8,649,245 |
| Fuel & Lubricants | 46,588 | 56,040 | 9,452 | 43,778 | 46,588 | 56,040 | 9,452 | 640,700 |
| Parts, Materials & Supplies | - | 780 | 780 | 275 | - | 780 | 780 | 12,675 |
| Utilities | 15,353 | 16,650 | 1,297 | 13,809 | 15,353 | 16,650 | 1,297 | 191,975 |
| Casualty & Liabilities | 40,426 | 39,365 | (1,061) | 39,019 | 40,426 | 39,365 | (1,061) | 456,700 |
| Other Miscellaneous Expenses | 12,056 | 13,133 | 1,077 | 14,861 | 12,056 | 13,133 | 1,077 | 25,400 |
| Total Expenses | 913,123 | 928,504 | 15,381 | 772,582 | 913,123 | 928,504 | 15,381 | 10,880,895 |
| Surplus/(Deficit) before GASB 33 | (62,627) | (65,958) | 3,331 | 328,715 | (62,627) | (65,958) | 3,331 | - |
| CARES Act Capital Reimbursement | - | - | - | - | - | - | - | - |
| Capital Asset Purchases | - | - | - | - | - | - | - | - |
| Depreciation | (354,734) | - | (354,734) | (346,332) | (354,734) | - | (354,734) | - |
| (Loss)Gain on Sales | - | - | - | - | - | - | - | - |
| Surplus /(DEFICIT) | (417,360) | (65,958) | (351,402) | (17,616) | (417,360) | (65,958) | (351,402) | - |

**Metropolitan Transit Authority
Summary Comparative Balance Sheet
For the Period Ending July 2024
Unaudited**

| | This Month July | Fiscal YE 2024 June |
|--|--------------------|------------------------|
| ASSETS | | |
| CURRENT ASSETS | | |
| Cash and Equivalents | 2,438,000 | 3,004,958 |
| Investment Accounts | 7,000,000 | 7,000,000 |
| Receivables from Federal, State, and Local Gov't | 512,667 | 576,573 |
| Accounts Receivable | 115,720 | 59,321 |
| Inventory - parts | 380,201 | 379,143 |
| Prepaid Expenses and Other | 389,509 | 68,483 |
| TOTAL CURRENT ASSETS | 10,836,097 | 11,088,478 |
| PROPERTY AND EQUIPMENT | | |
| Land | 3,382,052 | 3,382,052 |
| Buildings, Shelters, and Benches | 19,407,308 | 19,407,308 |
| Revenue Equipment and Parts | 30,584,535 | 30,584,535 |
| Office Furniture and Equipment | 651,158 | 651,158 |
| Guideway Improvements | 9,481,818 | 9,481,818 |
| Work in Progress | 1,438,423 | 1,388,686 |
| | 64,945,294 | 64,895,557 |
| Less Accum Depreciation and Amortization | (27,420,982) | (27,066,248) |
| TOTAL PROPERTY AND EQUIPMENT, NET | 37,524,312 | 37,829,309 |
| TOTAL ASSETS | 48,360,409 | 48,917,787 |
| LIABILITIES | | |
| CURRENT LIABILITIES | | |
| Accounts Payable | 802,866 | 945,134 |
| Accrued Expenses | 29,146 | 26,896 |
| Deferred Revenue | 6,039,558 | 6,039,558 |
| Notes Payable | - | - |
| TOTAL CURRENT LIABILITIES | 6,871,570 | 7,011,588 |
| Federal Govt Capital Grants | 13,790,310 | 13,790,310 |
| INVESTED IN CAPITAL ASSETS | 13,790,310 | 13,790,310 |
| NET ASSETS | | |
| Unrestricted | 28,115,890 | 30,378,874 |
| Current Year Surplus(Deficit) | (417,360) | (2,262,985) |
| TOTAL NET ASSETS | 27,698,530 | 30,378,874 |
| TOTAL LIABILITIES AND NET ASSETS | 48,360,410 | 48,917,787 |

| | Current | > 30 days | > 60 Days | > 90 days | Total |
|----------------------|---------------------|-------------|-------------|-----------------|-------------------|
| Accounts Receivables | \$512,667 100.0% | \$0 0.0% | \$0 0.0% | \$0 0.0% | \$512,667 100% |
| Accounts Payable | \$827,451 99.5% | \$0 0.0% | \$0 0.0% | \$4,561 0.5% | \$832,012 100% |

Regional Transportation Authority

of Middle Tennessee

Board Action Item

| | | | |
|--------------|---|---------------|-----------|
| Item Number: | R-A-24-015 | Meeting Date: | 9/18/2024 |
| Item Title: | Resolution of FY2025 Annual Grant Application | | |

BACKGROUND:

The Regional Transportation Authority of Middle Tennessee (RTA) has the authority to receive federal, state, and local financial assistance for transportation projects.

In order for the RTA to apply for and receive federal funds, it must comply with federal certifications and assurances and annually submit compliance in accordance with these terms.

Reoccurring Federal Transit Administration (FTA), Federal Highway Administration, and State of Tennessee funding sources are as follows:

5307 Urbanized Area Formula Funds

When the apportionment is made available, RTA is eligible to use FTA 5307 Urbanized Area Formula Funds, along with the 10% State and 10% Local match.

5337 State of Good Repair Formula Funds

RTA is eligible to use FTA State of Good Repair Funds. State of Good Repair Formula funds are for the maintenance, rehabilitation, and replacement of existing fixed guideway systems to maintain a state of good repair. The FY2024 apportionment for the Nashville Urbanized Area combined with the State and Local match is \$5,177,901 (80% Federal/10% State/10% Local).

State Operating Assistance

RTA is eligible for operating assistance from the Tennessee Department of Transportation (TDOT). The amount for FY2025 is \$779,100, and an additional \$400,000 for commuter bus service.

IMPROVE Act Assistance

RTA can request up to \$5 million in assistance (requires a 20% match) for individual capital projects that support public transportation services.

RECOMMENDATION:

The attached resolution comprises the annual submittal of Certifications and Assurances for FTA funds and authorization to submit applications for grants with the FTA, the TDOT, and other grant funding entities. Staff requests that the Board:

- Adopt the attached resolution;
- Authorize the applications for 5307 & 5337 funding and State/Local match;
- Authorize the submittal of the applications for State Operating Assistance funding; and,
- Authorize the submittal of applications and execution of contracts for any other federal, state, or local grant funding that may become available during the fiscal year 2025 for the benefit of RTA.

APPROVED:

9/18/2024

Board Secretary

Date

RESOLUTION NO. R-A-24-015

**A RESOLUTION AUTHORIZING THE FILING OF APPLICATIONS
WITH THE FEDERAL TRANSIT ADMINISTRATION AND THE TENNESSEE DEPARTMENT OF
TRANSPORTATION FOR FINANCIAL ASSISTANCE**

WHEREAS, the Regional Transportation Authority of Middle Tennessee is filing applications for funds with the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities; and,

WHEREAS, the Federal Transit Administration is authorized to make grants for mass transportation projects under the Urban Mass Transportation Act of 1964, as amended; and,

WHEREAS, it is required by the United States Department Transportation that in conjunction with the filing of these applications that the applicant agree to comply with all Federal legislation, regulations, and guidance pertaining to the requested financial assistance; and,

WHEREAS, that since 1995, the Federal Transit Administration has consolidated Annual Certifications and Assurances and requires applicants to annually submit to compliance with said Certifications and Assurances;

**NOW, THEREFORE, BE IT RESOLVED BY THE REGIONAL TRANSPORTATION
AUTHORITY OF MIDDLE TENNESSEE**

SECTION 1: That the Chief Executive Officer of the Regional Transportation Authority is authorized to execute and file applications on behalf of the Regional Transportation Authority of Middle Tennessee with the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities to aid in the financial assistance of capital projects and operations.

SECTION 2: That the Chief Executive Officer of the Regional Transportation Authority is authorized to execute and file with such applications an assurance or any other document required by the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities effectuating the purposes of these grants.

SECTION 3: That the Chief Executive Officer of the Regional Transportation Authority is authorized to furnish such additional information as the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities may require in connection with the applications or the projects.

SECTION 4: That the Chief Executive Officer of the Regional Transportation Authority is authorized to execute an agreement on behalf of the Regional Transportation Authority of Middle Tennessee with the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities to aid in funding of Regional Transportation Authority projects.

ATTEST:

Junaid Odubeko
Legal Counsel

Mayor Randall Hutto
RTA Board Chair

Date

Date

Regional Transportation Authority of Middle Tennessee

- Committee Discussion Item
 Exec. Committee Discussion Item
 Board Discussion Item
 Committee Action Item
 Exec. Committee Action Item

| | | | |
|---------------------|------------------------------|----------------------|-----------|
| Item Number: | R-D-24-017 | Meeting Date: | 9/18/2024 |
| Item Title: | Monthly Operating Statistics | | |

BACKGROUND:

Attached are monthly operating statistics for July 2024.

RTA Ridership continues to be trending between 40 - 45% of pre-pandemic ridership figures. This contributed to the dynamic of remote work and hybrid work schedules for previous downtown commuters. We see the majority of ridership spikes in our network during special events. There is demand for additional service in the off-peak times to be more aligned with the growing demand for transit needs in the community. This is regularly displayed through the Special Events that we operate throughout the year. These partnerships are crucial and have been successful in serving the needs of our customers.

The number of passengers carried on our RTA commuter bus routes increased 44.2% year-over-year; meanwhile, the commuter rail, WeGo Star, increased by 38% year-over-year.

Another successful year in operating the WeGo Star for the July 4th Independence Day celebration, transporting 1,083 passengers, a slight increase from the previous year of 7.2%. We will continue to see more of these Special Event trains as we begin the new season and Community Impact Partnership with the Titans for this upcoming season.

Recent repairs along the tracks have been completed, allowing us to discontinue the required speed restrictions. These repairs were having some minor impacts on our OTP due to the slow-down zones.

CURRENT STATUS:

Staff are available to address committee member questions regarding the attached report. Please direct any inquiries to Monica Howse.

APPROVED:



Chief Operating Officer

9/18/2024

Date

RTA Monthly Dashboard Report *

| Metric | July 2024 | July 2023 | Pct. Change |
|---|-----------|-----------|-----------------|
| Ridership | | | |
| | | | % Change |
| Total RTA Bus Passengers | 12,341 | 9,875 | 25.0% |
| WeGo Star Passengers | 10,126 | 7,338 | 38.0% |
| Total RTA Passengers | 22,467 | 17,213 | 30.5% |
| Percentage of Pre-Pandemic Ridership | 43.3% | 33.2% | 10.1% |
| Safety | | | |
| RTA Bus Total Accidents | 3 | 1 | 100.0% |
| WeGo Star Total Accidents | 0 | 0 | N/A |
| RTA Bus Total Miles btwn Accidents | 16,719 | 45,144 | -63.0% |
| WGS Total Miles btwn Accidents | N/A | N/A | N/A |
| Service Quality | | | |
| RTA Bus Total Trip Completion % | 99.88% | 99.85% | 0.03% |
| WeGo Star Total Trip Completion % | 100.00% | 100.00% | 0.00% |
| RTA Bus Total Miles btwn Service Interruption | 25,078.6 | 19,713.7 | 27.2% |
| WGS Total Miles btwn Service Interruption | N/A | N/A | N/A |
| On-Time Performance ^ | | | |
| RTA Bus | 84.0% | 82.0% | 1.9% |
| WeGo Star | 100.0% | 100.0% | 0.0% |
| Customer Care | | | |
| RTA Bus Total Passengers per Complaint | 2,808 | 1,076 | 161.0% |
| WeGo Star Passengers per Complaint | 2,532 | 1,223 | N/A |

* RTA Dashboard submitted for discussion and for Committee and Board review.

^ On Time Performance reporting began September 2017.

N/A - metric cannot be calculated due to not being divisible by "0"

RTA Monthly Dashboard Report *

| Metric | FY2025 July | FY2024 July | Pct. Change |
|---|----------------|----------------|-------------|
| Ridership | | | |
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^ On Time Performance reporting began September 2017.

N/A - metric cannot be calculated due to not being divisible by "0"

RTA Operations Dashboard Glossary

| Metric | Definitions |
|--------------------------------------|---|
| Ridership | |
| Total Passengers | |
| RTA Bus | Total fixed route passenger boardings on all MTA operated RTA routes (84, 86, 93, 96) and Gray Line operated RTA routes (87, 88, 89, 91, 92, 94, 95) |
| WeGo Star | Total passenger boardings on WeGo Star Rail Service |
| Safety | |
| RTA Bus Accidents | A motor vehicle collision, either preventable or non-preventable, in which the Operator did not do everything reasonable to avoid a collision, committed an error or failed to react to the errors of others. A motor vehicle collision in which the Operator committed no driving error and reacted reasonably to the errors of others. (Gray Line & MTA operated RTA metrics combined) |
| WeGo Star Accidents | Accident – an unexpected, unforeseen, or unintended event that causes injury, loss, or damage. These events can include any event arising from the operation of the railroad which results in the death of any person; or an injury to any person that requires medical treatment, except suicides or attempted suicides; any collision between railroad on-track equipment and an automobile, bus, truck, motorcycle, occupied bicycle, pedestrian or trespasser at any location on the railroad; any collision, derailment, fire, explosion, failure of equipment or infrastructure, act of nature, or other event involving damage to the railroad’s on-track equipment, signals, track, track structures, and/or roadbed. |
| Service Quality | |
| RTA Bus Missed Trips | The total number of Bus revenue trips not completed or departing more than 30 minutes late -vs- scheduled. (Gray Line & MTA operated RTA metrics combined) |
| WeGo Star Missed Trips | A train that is disabled in transit or cancelled prior to embarking. A missed trip is reported as an annulment and is when the train is cancelled and doesn’t complete the run or make it to its final destination. |
| RTA Bus Trip Completion Percentage | Percentage of one-way fixed route revenue trips completed versus scheduled. |
| WeGo Star Trip Completion Percentage | Percentage of one-way rail trips completed versus scheduled. |

RTA Operations Dashboard Glossary

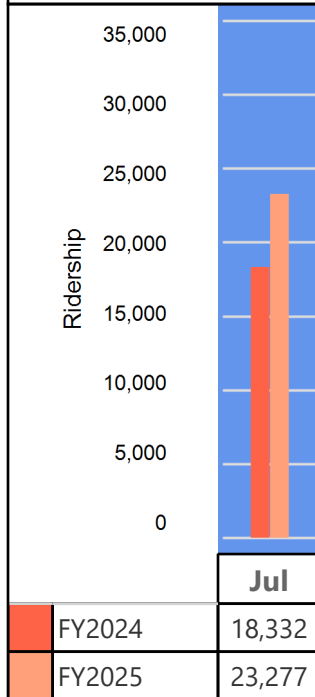
| Metric | Definitions |
|---|---|
| | |
| | |
| On-Time Performance | |
| RTA Bus OTP | MTA operated RTA routes - OTP is the Percentage of total scheduled fixed route timepoint departures occurring between 59 seconds early and 5 minutes 59 seconds late obtained from AVL data. Gray Line operated routes - OTP is the Percentage of total scheduled fixed WeGo Central route arrivals and departures occurring no later than 5 minutes 59 seconds late obtained from data provided by Gray Line personnel. (Gray Line & MTA operated RTA metrics combined based on a weighted average of total trips) |
| WeGo Star OTP | A train is considered on time when the train arrives at the final destination less than 6 minutes from the scheduled time. If a train is held up for 6 minutes or longer it is considered delayed and not on time. Intermediate station times are not included. |
| | |
| Customer Care | |
| Passengers Carried Per Complaint | |
| RTA Bus | Total RTA Bus passengers divided by total RTA Bus customer complaints. (Gray Line & MTA operated RTA metrics combined) |
| WeGo Star | Total WeGo Star passengers divided by total WeGo Star customer complaints. |



REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR AND MONTH TO MONTH RIDERSHIP COMPARISON - FY2025 - vs - FY2024

| | Month to Month Comparison | | | Fiscal Year Comparison | | |
|--------------------------------|---------------------------|---------------|-------------------|------------------------|---------------|-------------------|
| | Jul 23 | Jul 24 | Percentage Change | FY2024 | FY2025 | Percentage Change |
| WeGo Star | 7,338 | 10,126 | 38.0% | 7,338 | 10,126 | 38.0% |
| Express Bus & Shuttle Services | 9,874 | 12,341 | 25.0% | 9,874 | 12,341 | 25.0% |
| RTA VanStar Vanpool Service | 1,120 | 810 | -27.7% | 1,120 | 810 | -27.7% |
| Total RTA Ridership | 18,332 | 23,277 | 27.0% | 18,332 | 23,277 | 27.0% |

**RTA FY2025 -vs- FY2024
Month to Month Ridership Comparison**



Prepared By: WeGo Service Quality Department
08/26/24



NASHVILLE AND REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR AND MONTH TO MONTH RIDERSHIP COMPARISON - FY 2025 - vs - FY 2024

| | Month to Month Comparison | | | Fiscal Year | | |
|--|---------------------------|----------------|--------------|----------------|----------------|--------------|
| | Jul 23 | Jul 24 | Change | FY 2024 | FY 2025 | Change |
| MTA Local Bus Service | 630,037 | 695,150 | 10.3% | 630,037 | 695,150 | 10.3% |
| MTA Local Paratransit Service | 29,702 | 33,465 | 12.7% | 29,702 | 33,465 | 12.7% |
| RTA Regional Bus Service | 9,874 | 12,341 | 25.0% | 9,874 | 12,341 | 25.0% |
| RTA VanStar Vanpool Service | 1,120 | 810 | -27.7% | 1,120 | 810 | -27.7% |
| RTA Regional Rail Service | 7,338 | 10,126 | 38.0% | 7,338 | 10,126 | 38.0% |
| * RTA Special Events Rail Service | 1,146 | 1,083 | -5.5% | 1,146 | 1,083 | -5.5% |
| Subtotal RTA Rail Service | 8,484 | 11,209 | 32.1% | 8,484 | 11,209 | 32.1% |
| Subtotal MTA & RTA Bus & Rail Service | 679,217 | 752,975 | 10.9% | 679,217 | 752,975 | 10.9% |
| Williamson County VanStar Vanpool Service | 6,943 | 6,049 | -12.9% | 6,943 | 6,049 | -12.9% |
| Murfreesboro ROVER Local Bus Service | 8,366 | 9,980 | 19.3% | 8,366 | 9,980 | 19.3% |
| Franklin Transit Local Bus Service | 3,879 | 5,491 | 41.6% | 3,879 | 5,491 | 41.6% |
| Clarksville Transit Local Bus Service | 41,454 | 39,932 | -3.7% | 41,454 | 39,932 | -3.7% |
| Total Area Ridership | 739,859 | 814,427 | 10.1% | 739,859 | 814,427 | 10.1% |



REGIONAL TRANSPORTATION AUTHORITY

ROUTE PERFORMANCE INDICATOR REPORT

For the Month of: July 24

| Rte. No. | Route Name | Monthly Ridership | Ridership Change vs Last Year | Revenue Hours Of Service | Average Passengers | |
|--|--|-------------------|-------------------------------|--------------------------|--------------------|-------------|
| | | | | | Per Trip | Per Hour |
| CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE | | | | | | |
| | North Corridor (Route 87) | 2,158 | 50.4% | 206 | 12 | 10.5 |
| | Northwest Corridor (Routes 89 & 94) | 2,686 | 16.3% | 362 | 9 | 7.4 |
| | South Corridor (Route 95) | 1,208 | 57.3% | 249 | 7 | 4.9 |
| | Southeast Corridor (Route 84 & 86) | 2,864 | 19.1% | 942 | 4 | 3.0 |
| EXPRESS BUS ROUTE SERVICE | | | | | | |
| 84 | Murfreesboro Express | 2,163 | 14.5% | 765 | 4 | 2.8 |
| 86 | Smyrna - LaVergne | 701 | 35.9% | 177 | 5 | 4.0 |
| 87 | Gallatin - Hendersonville | 2,158 | 50.4% | 206 | 12 | 10.5 |
| 88 | Dickson | 564 | 58.0% | 103 | 6 | 5.5 |
| 89 | Springfield - Joelton | 414 | 21.8% | 122 | 5 | 3.4 |
| 94 | Clarksville | 2,272 | 15.4% | 240 | 10 | 9.5 |
| 95 | Spring Hill - Franklin | 1,208 | 57.3% | 249 | 7 | 4.9 |
| | Express Bus Route Totals | 9,480 | 30.3% | 1,862 | 7 | 5.1 |
| OTHER ROUTES | | | | | | |
| 64 | Star Downtown Shuttle | 486 | 62.0% | 54 | 3 | 9.0 |
| 93 | Star West End Shuttle | 2,375 | 3.3% | 87 | 18 | 27.2 |
| | RTA Bus Route Monthly Totals | 12,341 | 25.0% | 2,003 | 7 | 6.2 |
| COMMUTER RAIL SERVICE | | | | | | |
| 90 | WeGo Star Commuter Rail | 10,126 | 38.0% | 251 | 38 | 40.3 |
| | RTA Commuter Rail and Bus Total | 22,467 | 30.5% | 2,254 | 11 | 10.0 |

Regional Transportation Authority

of Middle Tennessee

Board Action Item

| | | | |
|--------------|--|---------------|-----------|
| Item Number: | R-A-24-016 | Meeting Date: | 9/18/2024 |
| Item Title: | Request to extend the Period of Exclusive Negotiations for Joint Development of Donelson Station | | |

BACKGROUND:

On June 13, 2022, RTA received an unsolicited proposal from H.G. Hill and Southeast Venture (HGH/SV) to lease a portion of the existing RTA property adjacent to the Donelson Station to facilitate the development of a mixed-use complex of housing, commercial and retail space to complement the rail station and to generate long-term revenue for the Authority. As part of the overall project, parking for rail patrons would be sustained and the overall functionality of the station improved. The proposal also includes an area for a transit center that would facilitate bus service to the airport and connections to other routes. The unsolicited proposal expresses the intent to comply with the requirements of RTA's regulatory bodies (USDOT, TDOT) in negotiating a development agreement for this property that would provide RTA with long-term revenue as well as improved facilities.

Following the necessary procedures in the Authority's formally adopted Unsolicited Proposals Policy, on October 19, 2022, the Board authorized the Chief Executive Officer to enter into a twenty-four (24)-month period of exclusion negotiation for RTA and HGH/SV to develop a formal joint development agreement that encompasses a design plan for the transit-related improvements, a long-term ground lease, and other long-term financial arrangements as the developer refines the plans for the rest of the project to present a final project plan for FTA and RTA Board approval.

Since the period of exclusive negotiation began, substantial work (studies, programming/design, property negotiations, appraisals, etc.) critical to a formal joint development agreement has been completed. RTA has also secured local, state and federal funding of just under \$23 million to advance public infrastructure improvements on this project, including station improvements, transit center construction and various supporting infrastructure such as quiet zone implementation and intersection upgrades.

While substantial progress has been made to date, additional time is needed to finalize the design plan, financial arrangements, and ground lease agreement. If terms cannot be reached that is acceptable to the RTA Board and FTA, the project will not proceed as a joint development. However, RTA would advance the transit center, station improvement and public infrastructure elements of the project.

Deputy CEO for Growth and Development Debbie Frank will provide the Board with a brief update of the project at the September 18 meeting. A more detailed discussion of the project and pending issues is planned for a joint meeting of the Finance, Operations and East Corridor Committees in October.

RECOMMENDATION:

Staff requests that the Board provide the Chief Executive Officer the authority to extend the period of exclusive negotiation for an additional twelve (12) months with H.G. Hill and Southeast Venture for the joint development of Donelson Station and surrounding property pursuant to applicable FTA guidelines. RTA Board approval will be required prior to the execution of any final proposed development terms negotiated through this authorization.

APPROVED:

Board Secretary

9/18/2024

Date

Regional Transportation Authority of Middle Tennessee

- Committee Discussion Item Exec. Committee Discussion Item Board Discussion Item
 Committee Action Item Exec. Committee Action Item

| | | | |
|--------------|---|---------------|-----------|
| Item Number: | R-D-24-018 | Meeting Date: | 9/18/2024 |
| Item Title: | WeGo Star Future Direction Study Recommendations Update | | |

BACKGROUND:

The Star Future Direction Study kicked off in 2023 to evaluate the most effective use of the line to meet current needs while building a consensus as to how to best position the Star to offer future enhanced service. The project was intended to evaluate options for short, medium, and long-term investments predicated on a “business case approach” that considers funding availability and regional demand.

At the RTA Board’s meeting in February 2024, Dave Genova, Hatch’s Project Manager for the study, presented on the Star’s strengths, the ridership trends overtime, overall Star’s performance on the corridor, and the challenges to make the Star more effective. A summary of the short- and long-term alternatives for the corridor was discussed and the Executive Committee was in favor of advancing the short-term alternatives for more detailed analysis and present those to conduct public outreach.

During the month of July, RTA staff held public meetings in Davidson and Wilson counties to present the alternatives and gather feedback from the public on a Transit Plan preferred option for future implementation. The preferred short-term option includes service improvements like weekday evening service, weekend service, a mid-day bus option, mobility on demand around Wilson County stations, and additional capital enhancements to support the service. All of these improvements are within the Federal Railroad Administration’s Positive Train Control implementation exemption.

CURRENT STATUS:

Felix Castrodad, Director of Planning & Grants will provide an update on the Star preferred option at the meeting. The RTA East Corridor Committee is expected to meet in October to discuss funding viability and next steps, and the plan will be presented to the RTA Board of Directors for adoption at the October 2024 meeting.

APPROVED:



Deputy CEO of Growth & Development

9/18/2024

Date